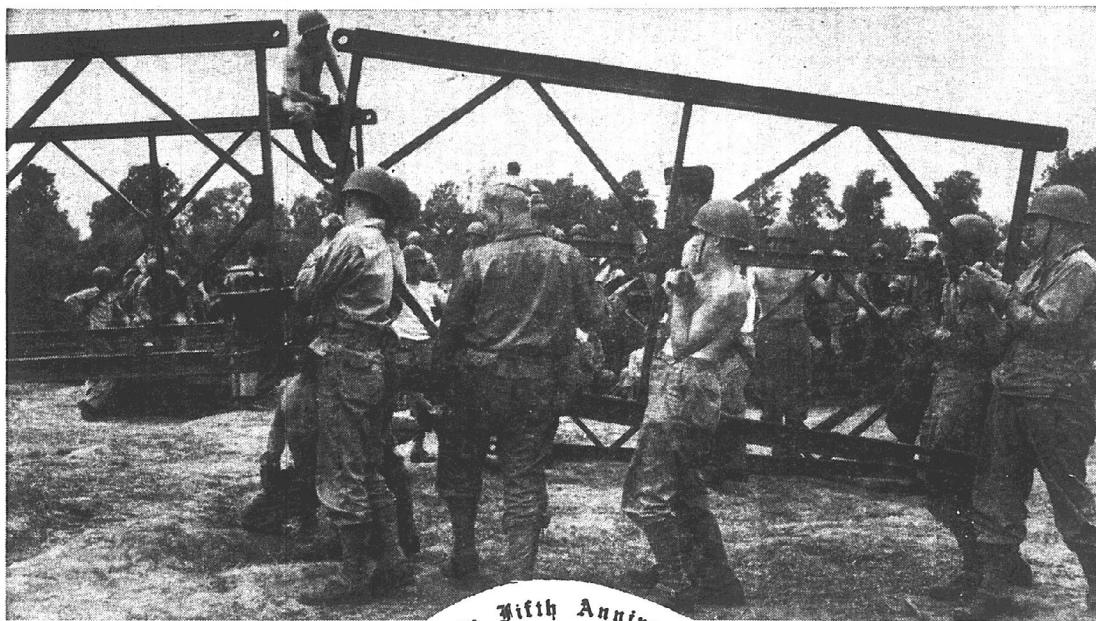


Granite City Press-Record

Vol. 64, No. 59

SPECIAL GRANITE CITY ARMY DEPOT TWENTY-FIFTH ANNIVERSARY SUPPLEMENT

Monday, July 24, 1967



MONDAY, JULY 31

Crowning of Depot Anniversary Queen at Queen's luncheon

Tri-Cities Chamber of Commerce dinner honoring outstanding enlisted men of the Granite City Army Depot

TUESDAY, AUGUST 1

9 a.m. to 3:30 p.m.—Public open house with jeep and fire engine rides every 10 minutes and bus and train tours every 20 minutes

TUESDAY, AUGUST 1

11 a.m. — Parade through Quad-Cities

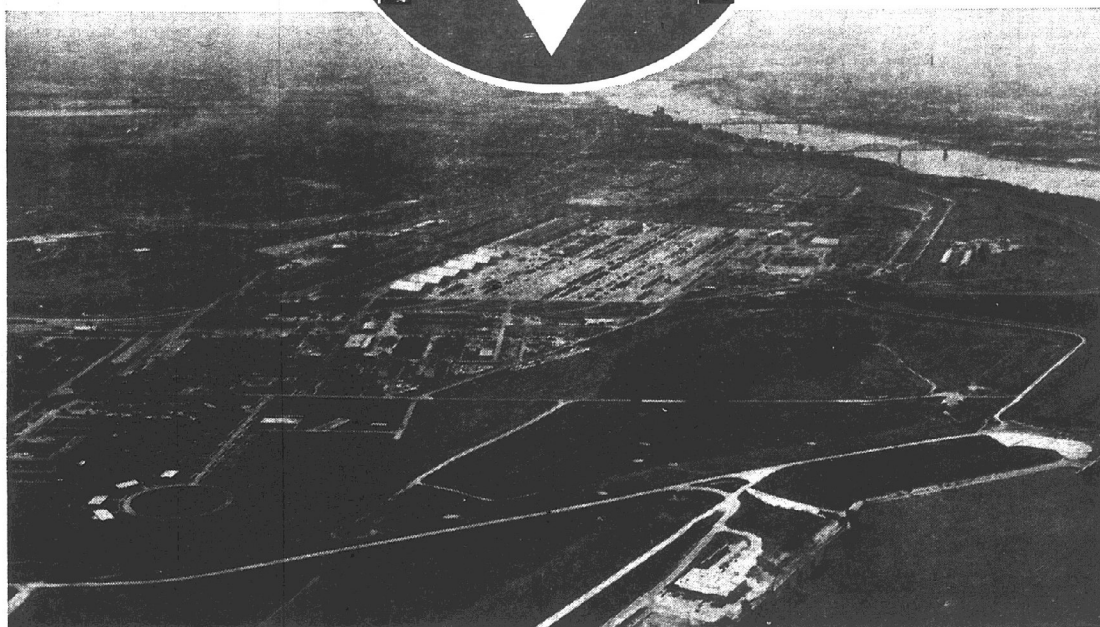
1:30 p.m. — Presentation and unveiling of plaque by Tri-Cities Chamber of Commerce

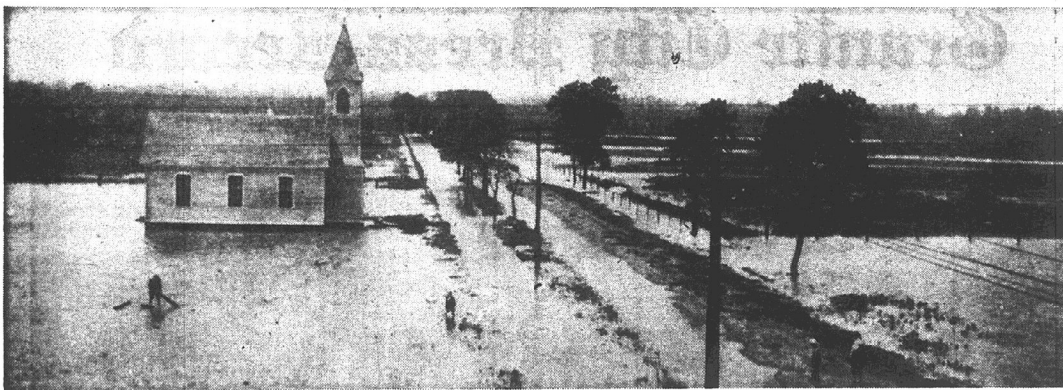
2:30 p.m. — Aircraft fly-over and helicopter demonstration

3:45 p.m. — Precision parachute demonstration

4 p.m. — Fly-over by jet fighter planes

4 p.m. — Program featuring talk by Illinois Speaker of the House Ralph T. Smith and Depot awards ceremony





DEPOT SITE IN 1968, LOOKING WEST ON NIEDRINGHAUS AVENUE PAST BAPTIST MISSION

Depot First Planned in 1917, Linked to Army Materiel Command in 1962

World war I had just ended. The dust from "the war to end all wars" was beginning to settle.

Because the United States believed the war might drag on longer than it did, many plans, procedures and blueprints were drafted. But the November 1918 armistice called a halt to any further military expansion.

One of the 1917 blueprints shelved was the plant layout of the Granite City Engineer Depot, now known in the Vietnam war era as the Granite City Army Depot.

The world aflame once more, April 1942 saw the groundbreaking of the Granite City Engineer Depot and in August 1942, a trained cadre of personnel arrived from Columbus, O., to begin operation of an engineer depot in an area twice the size of the principality of Monaco—to be exact, 940.6 acres.

Key Logistic Base

The location of the new post was of the greatest importance, since it would be one of the key logistic bases for the support of the U. S. Army Corps of Engineers' supply system.

There is a superb transportation network—rail, truck, water, air—which fans out in all directions.

Also, a metropolitan area of approximately three million population offers an abundant source of skilled personnel, as well as a vast industrial complex from which varied contractors are available for work which may exceed the momen-

tary or long-range capability of the Depot.

Name Changed in 1962

The Depot continued under the command of the U. S. Army Corps of Engineers until August 1962, at which time a reorganization of the overall Army Logistic System created the U. S. Army Supply and Maintenance Command.

The Corps of Engineers and other technical services went out of the supply business, and the Depot became known as the Granite City Army Depot.

The local installation, in August 1962, became one of the key logistic facilities under the command of the U. S. Army Supply and Maintenance Command.

Still later, on July 1, 1966, it was placed under the U. S. Army Materiel Command.

Operations began on a limited scale on Aug. 9, 1942. The hiring of personnel and the procuring of supplies was handled from offices in the Venice city hall.

On Aug. 16, 1942, the Depot started conducting business from a group of prefabricated barracks on the Depot, as no permanent buildings were completed at that time.

First Shipment of Stock

On Aug. 19, 1942, the first shipment of stock was received, consisting of searchlight trailers from a vendor in Kansas City, Mo. Total tonnage received for storage during August 1942 was 945 tons, and no shipments were made during the months of August and September 1942. The strength was increased to 20 officers and 700 civilians.

The original contract called for the construction of four permanent warehouses and one shed,

providing a total of more than 1,250,000 square feet of covered storage area.

Also included in the initial construction was a hard-surface open storage area of over 2,250,000 square feet, a three-story headquarters building, and a Bachelor Officers' Quarters.

Other permanent structures erected during the early history of the Depot included the one-million-gallon water storage reservoir, a railroad engine house, heating plant, fire station and a large maintenance repair shop.

Three-Fold Training

In 1943, the Depot was assigned a three-fold training mission. An engineer supply school was established to train officers in handling, storing, processing, packing and marking, and administrative procedures involved in supply operations.

An engineer maintenance school was established to furnish instructions to officers and enlisted men on the maintenance of engineer equipment.

Personnel of troop units stationed at the Depot were trained in actual operation of a depot.

Preparation for Overseas

Soldiers were assigned to work side by side with the officers and civilians operating the Depot in preparation for their overseas mission of establishing and operating Army depots.

In 1944, barge-loading facilities for shipping supplies and equipment up and down the Mississippi River were established.

From the latter years of world war II to the present time, numerous building programs have continued to increase the facilities and to refine wartime living and working conditions.

Among these improvements have been increased stabilized open storage areas, additions to the central heating plant, two new warehouses, the controlled dehumidification of four complete warehouses, four new open sheds, two new maintenance annexes, a new flammable storage building, two new 165-man barracks, and 64 additional units of family housing.

Operations of the Depot reached a peak in July 1943 when over 92,000 tons of materiel requiring 4500 railroad cars were received and shipped. The apex of employment, 5200 people, was reached in 1944.

During the world war II period, 1500 officers and over 2000 enlisted men were trained for engineer supply and maintenance functions.

Following world war II, Depot activities tapered off to a peacetime level. The tempo again was accelerated to support troops in Korea in 1950.

After the Korean conflict, the Depot returned to a normal level of operation for the remainder of the 1950s.

In 1961, the Marion Engineer Depot, Marion, O., was closed. Some of its stocks and the maintenance mission for the rebuilding of cryogenic equipment were transferred to this Depot.

During 1964, the Granite City Army Depot absorbed a part of the Army supply mission formerly assigned to the Memphis Depot, and welcomed those employees who elected to move with their jobs to this area.

Berlin, Vietnam Buildups
During the Berlin buildup of the Army in the fall of 1961, two of the military units assigned to

this Depot were transferred to Europe.

Six reserve military units recalled for active duty during this buildup were assigned to the local Depot for training. These six reserve units were returned to inactive status during August 1962.

After the Berlin crisis abated, the regular Army units in Europe returned to the Depot and resumed their preparedness training. The same two units were recently shifted to the other side of the world in support of the Southeast Asia commitment.

2 Major Missions at Present

There are two major missions accomplished at the Granite City Army Depot.

One is to provide maintenance, repair and overhaul of construction, topographic, electronic, and cryogenic equipment in the Depot and in contract shops.

The other is to receive, store, issue and maintain mission supplies and equipment.

In addition to these missions, the Depot has the responsibility for on-the-job training of professional soldiers assigned at the Depot. These soldiers are trained in supply and maintenance procedures.

Also, the Depot supports the annual summer training of approximately 1200 Army reservists and National Guard members.

As of July 1966, the Depot went under the direction of the U. S. Army Materiel Command due to a realignment and merger of the Supply and Maintenance Command headquarters with the Army Materiel Command.

ON THE COVER: Depot soldiers shown training with Bailey bridges, which were used effectively in crossing European rivers. The Depot not only trained engineer officers and men in their use, but also stored the bridges here for shipment where needed in world war II.

The aerial photograph, looking south, shows the Granite City harbor at lower right and the Merchants Bridge and McKinley Bridge in the right background. Depot areas, left to right, are living quarters, the headquarters (bisected by Niedringhaus avenue), troop area, maintenance section and storage and supply buildings.



PACKAGING STAFF IN DEPOT WAREHOUSE



CARE AND PRESERVATION OF MOBILE SHOPS

CONGRATULATIONS TO THE GRANITE CITY ARMY DEPOT

IT'S OUR BUSINESS TO SERVE YOU BETTER



ILLINOIS POWER COMPANY

Creation of Depot Spurred Local Growth, Helped Achieve Victory in War

Coming into being during the early stages of world war II, the United States Army Engineer Depot in Granite City proved to be an important factor in the nation's successful war effort and likewise played a major role in development of the Quad-Cities into an industrially diversified and rapidly-growing area.

First step in establishment of the military installation was taken about April 1, 1942, when the Army's Corps of Engineers filed a petition for condemnation of approximately 1200 acres of land.

The territory covered an area of vacant land in West Granite City, reaching from an extension of 20th street southward to Venice and westward to the Mississippi River.

The site chosen for the Granite City Engineer Depot was located on the Mississippi River about five miles north of the center of St. Louis, on the east bank of the river.

Engineer Chief in Charge

The post was to be an exempted station operating directly under the Office, Chief of Engineers, U. S. Army, Washington, D. C.

It was situated within the western corporate limits of Granite City in Madison county, Ill., and was bounded on the east and south by railroad rights-of-way, on the north by a vacant tract owned by the government for the intended use of the National Housing Authority and on the west by the river.

At that time the land was swampy and unstable. The soil conditions were poor, the water table being close to the surface, and the land was low and relatively flat, making drainage a serious problem.

Cover Soil With Gravel

Cinders, rock and gravel had to be spread and rolled into the land to make it stable enough to hold the proposed warehouses and the ponderous weight of Engineer Corps items that would be stored outside.

Prior to actual construction, plans were initiated for enclosure of an open sewage ditch which served Granite City.

Construction of the Depot began April 3, 1942, under supervision of the St. Louis Engineer District.

Levee Constructed

A new levee was built and the old levee removed, reclaiming a huge area of some 1250 acres.

Over 90% of the levee was new, having been built to reclaim the large amount of Depot property that had been outside the previously existing levee.

The first building completed, with the exception of storage sheds for construction equipment, was a temporary field office for the Area Engineers and inspectors. This structure was finished and occupied on May 18, 1942.

After serving its purpose as a field office, it was enlarged and later became a part of the present Officers' Club.

Warehouse Contracts

Civilian contracts for four quarter-mile-long brick warehouses and 27 miles of railroad track were awarded May 15, 1942, to the Tarlton-MacDonald Construction Co.

On Aug. 7, 1942, the first contingent of eight officers arrived, together with key civilian personnel who had been trained in the Engineer Section of the Columbus Quartermaster Depot, Columbus, Ohio.

Among the civilians transferred were carpenters and electricians, who erected a series of semi-permanent buildings used for the administration offices of the Depot and later transformed into enlisted men's barracks.

Col. James R. Brownell, 51, who had been in the Army since the age of 16, with 34 of those years in the Corps of Engineers, was placed in command. He had seen service on Bataan with a topographical unit prior to world war I, when he was commissioned in the Philippine scouts.

He remained in the Philippines as Assistant Department Engineer until his retirement. Called back to active duty in 1940, he was stationed at the Columbus, O., General Depot as Engineer Supply Officer before taking command of the Granite City Depot at its inception.

Operations Started

Operations began on a limited scale Aug. 9, 1942, and the hiring of personnel and procuring of supplies were handled from offices in the Venice city hall.

On Aug. 16, 1942, the Depot started conducting business from

a group of portable barracks on the post, since no permanent buildings were completed at that time.

Three days later, the first shipment of stock was received, consisting of searchlight trailers from the Fruehauf Trailer firm in Kansas City, Mo. Total tonnage received for storage during August 1942 was 945 tons, and no shipments were made.

During August and September, the Depot's civilian strength increased to 700, with 20 Army officers assigned. On Sept. 28, the guard force was placed under military control and regulations.

Battle Rain, Cold, Water

After months of battling rain, cold and high water, construction workers completed the Administration Building in November 1942. They joined other government forces in moving from the portable barracks into the permanent building.

Headed by Major S. E. Bears, Engineer in Charge, these workers had been on the job since April, when the first survey parties started operations along the flat bottomland of the Mississippi.

First structures completed were the field office of the Engineer in Charge and the office of Tarlton-MacDonald, general contractors. These were joined together to make one building when the Engineer in Charge of personnel moved into the Administration Building. Civilian employees under his supervision at one time reached 135.

Construction was hampered from the start by unfavorable weather.

At one time the Mississippi River was five feet above flood stage, and all the area west of the old levee was under water.

Rapid Progress

This was followed by a cloud-burst which left six inches of water standing over the entire project.

Despite the handicaps, progress generally was satisfactory and most schedules were met.

Credit for this was attributed largely to field employees of the Office of the Engineer in Charge and to the various contractors and their employees, who worked extra hours, extra shifts, Sundays and holidays to finish the job.

Initial Function—Storage

At the time of the Depot's activation, it had but one basic function—the storage of Engineer Corps heavy equipment for transmittal to Engineer troops both in the U. S. and overseas as requisitioned.

The Depot was designated as a storage and issue point for all items of Engineer Troop Equipment and for Engineer Lend Lease Supplies.

Supplies were received from manufacturers for issue to troops in this country and elsewhere, and the Depot was not limited to the supply of troops of any particular service command.

All requisitions were received from the Office, Chief of Engineers, and most requisitions were for overseas destinations.

Extensive Storage Space

Some back orders were filled for domestic shipments, particularly control items.

Because of the large amount of open storage area available at the Depot, it was in a position to handle large quantities of heavy engineer equipment.

It was located in a large railroad switching area, and all railroads serving this region were given access to the Depot through the Terminal Railroad Association. An additional connection provided transportation direct to the Alton Railroad.

The Terminal Railroad tracks entered the Depot and led to a classification yard with a capacity of 400 cars.

More than 20 miles of track, together with the necessary ramps, provided adequate facilities for loading and unloading of railroad cars.

Since the Depot was so close to the river, it was possible to handle inland-waterway barge shipments on a paved ramp, no permanent wharves having yet been built.

Manufacturers Nearby

Why were the Quad-Cities chosen as the location of the Depot?

The convenient access to all types of transportation has been mentioned.

The site also was ideal in other ways as a central point for storage and issue of equipment and supplies.

A large majority of the factories supplying equipment had locations in the Midwest. It was

determined that 27 railroads and waterways were available to the Depot for movement of supplies and materials.

Details of Contract

The original contract called for construction of four permanent warehouses and one shed, providing a total of more than 1,250,000 square feet of covered storage area. Also included was a hard-surface, open-storage area of over 2,250,000 square feet.

The contract provided for a three-story Administration Building and closely adjoining it an Officers' Quarters.

Other structures included a million-gallon water storage reservoir, a railroad engine house, heating plant, fire house and 164x336-foot maintenance repair shop, complete with railroad spur running into the building.

Training Facilities

Temporary type of construction included a storage shed, school barracks for enlisted men and officers, school training buildings consisting of four 20x100-foot barracks, a post exchange, a cafeteria, Post Engineer building, export boxing factory, guard buildings, dispensary, officers' mess and enlisted men's mess.

Buildings were to be erected to house 65 officers and 477 enlisted men.

A small, windowless portable hut was the beginning of the exchange, which opened Sept. 1, 1942. Later, a semi-permanent building, 10 by 20 feet, was built entirely of salvage material. It housed a merchandise counter and light lunch bar.

A cafeteria was added to allow serving of complete meals and later it was expanded to 90x100 feet.

Flood Emergency

During the 1942 flood emergency, the exchange served more than 1800 free meals a day to those who were working on the levee and unable to go home. It remained open every night until 1 a.m.

The Officers' Club was activated on Dec. 1, 1942. The club rooms were located in the Bachelor Officers' Quarters until a club building could be remodeled.

By December, monthly activity had reached a level of 4583 shipments, 16,939 receipts and 37,297 articles on hand.

Depot Ready to Find, Fix, Ship Whatever Armed Forces Need in Vietnam

Increased activities at the Granite City Army Depot to give 144-hour delivery service of vital supplies to Vietnam were launched in the spring of 1966.

In meeting the needs of the armed forces in southeast Asia, the Depot in many cases accepts the responsibility of shipping an article within several hours after the request is received.

The service maintained here is related to the mid-1960s revival of the "Red Ball Express" of world war II fame.

"Red Ball Express is used to supply parts for equipment in Vietnam inoperable due to mechanical breakdown," a spokesman said.

Six-Day Deadline

"A Red Ball Express requisition has the highest priority.

Within 144 hours after the demand is made in Vietnam, the supplies are required to be in the hand of the requisitioner.

"The Depot is allowed a maximum of 16 hours to have the items available for shipment. This action has been accomplished here within four to eight hours.

"In the past four months (1966) we have received 343 Red Ball Express requisitions, and they have all been handled within the prescribed time limits.

"One request was for an engine from a bulldozer. Since these are not kept in stock, it was necessary to bring the bulldozer from the warehouse to the shops, remove the engine, place the necessary preservatives on it, box it and then ship it air freight. The

Depot received the request at 4 p.m., and the engine was on its way that night."

Billion-Dollar Storehouse

To cope with the increased demands from the Vietnam conflict, temporary and permanent civilian employees have been increased. Shipments take place around-the-clock, and the value of stock maintained at the depot has risen to a billion dollars.

The Depot has an operating budget of \$25 million, including about \$12 million in wages.

The spokesman related one example of a priority shipment for 42 bulldozers.

"We received a telephone call at 4 p.m. on a Thursday, saying that it was necessary to modify and ship 42 bulldozers to the west coast immediately. We were told

the plans and blueprints for the modification would be hand-delivered to us after 5 p.m.

"As soon as they arrived, we made the necessary arrangements with manufacturers in the metropolitan area to partially fabricate certain needed metal shapes. As they were delivered to the Depot, we drilled the necessary holes and did the required welding before making the modification.

Weather Complicates Task

"As luck would have it, the weather skidded to a frigid 10 degrees below zero.

"Since the repair shops were full and it would be difficult to do the work in the open, two bulldozers each were placed on a flat car. Two flat cars at a time were switched into our round-

house, where the modifications were applied.

"At the same time, the blocking and banding crews were working on the lashing of the bulldozers to the flat cars before they were switched to the roundhouse.

"By Sunday noon, these bulldozers were sitting in our rail classification yard ready for movement to the west coast."

A major supply point for military forces since 1942, the 977-acre base has as another part of its major mission the rebuilding of equipment for all Department of Defense agencies.

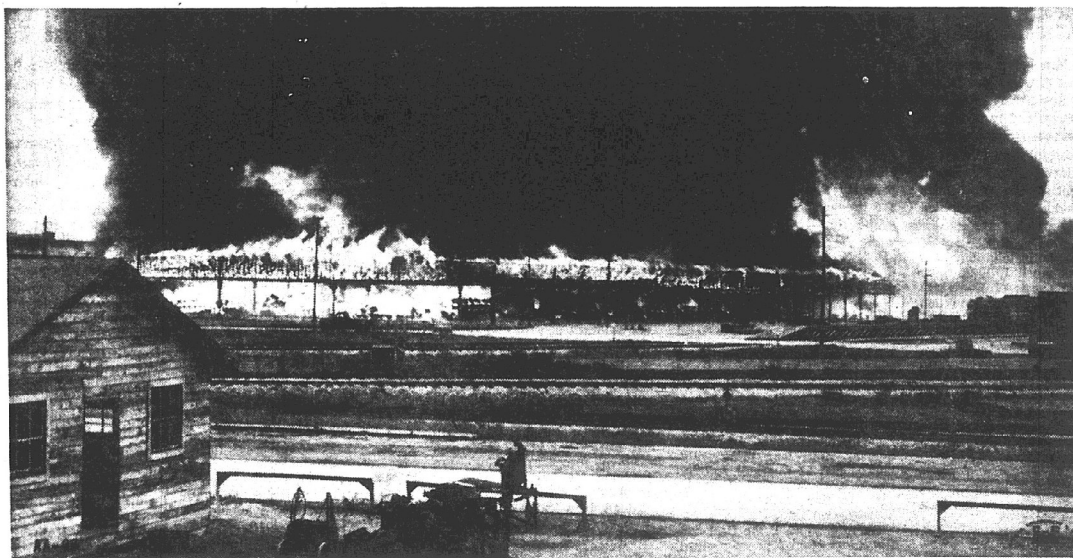


CONGRATULATIONS ON YOUR WONDERFUL SERVICE RECORD

GRANITE CITY TRUST AND SAVINGS BANK

MEMBER F.D.I.C.





SPECTACULAR DEPOT FIRE IN 1944

Multi-Million-Dollar Fires Occurred in 1944, 1947

The Granite City Army Depot has achieved numerous safety records during its 25-year history, but two multi-million-dollar fires there also are a part of the records of its first quarter-century.

These conflagrations, neither resulting in serious injury to soldiers or civilians, occurred on Aug. 17, 1944, and Sept. 18, 1947. Both blazes caused extensive damage. However, firemen of the Depot, Granite City, Madison, Venice, St. Louis and East St. Louis, along with soldiers and civilian workers, were able to prevent both fires from spreading to other areas endangered as the flames and smoke leaped hundreds of feet into the air.

Largest of the fires occurred in 1944, when an open-sided shed 180x1200 feet in size caught fire at 10:30 a.m. on a Thursday. It burned to the ground amid a series of more than 100 explosions involving oil drums and oxygen tanks.

The steel, wooden-roofed shed was filled with supplies of all kinds bound for various overseas combat areas, and much of the equipment was packed in grease. The grease, together with high winds, caused the shed to be swiftly enveloped in flames.

Save Nearby Warehouse

Realizing that nothing in the shed could be saved, the firemen concentrated on saving a nearby brick warehouse, which was in the direct path of the wind-fanned flames.

A ramp on the other side of the shed was loaded with equipment and caught fire, but with the wind blowing the shed's flames in the other direction, streams of water were effective in saving it.

Exterior framework on the brick warehouse caught fire but the building was out of danger

within 90 minutes after the start of the fire, and the walls and contents were not damaged.

Some of the explosions in the shed were small. Others were anything but small, shaking homes five miles away and being heard as far away as Alton.

Sixty-gallon oil drums were blown hundreds of feet into the air, and pieces of the sheet-metal drums littered the area.

An oxygen cylinder crashed into a nearby lumber pile and another fell onto a frame guard house, tearing a hole in it as big as an auto.

Flames in the shed were fought at close range, and several firefighters were partly overcome by carbide ammonia and other gas fumes produced as the supplies burned.

Thousands of spectators lined fences around the Depot grounds as the fire was extinguished.

500,000 Sandbags Burn

Large crowds also were attracted to the 1947 fire, which destroyed a 300-foot section of a two-block-long brick warehouse, one of four located in the center of the military reservation.

A half-million empty sandbags, office supplies and photographic and drafting equipment were lost in the blaze, which broke out shortly before 5 p.m., also on a Thursday, and was brought under control by 10 p.m.

Vats of ink exploded during the early stages of the fire, and intense heat kept firemen several hundred feet away for the first few minutes.

A wooden tar-covered roof on the warehouse section collapsed after a short time, and parts of the western wall began to crumble. Three soldiers were partially overcome by smoke and another suffered slight burns in stepping on a live electric wire.

Soldiers Man Firehoses

Soldiers manned small firehoses to soak down a similar warehouse a short distance away, but most of the firemen surrounded the burning section

to pour water on it from all sides.

Others entered two adjoining sections of the burning building and sprayed the firewalls and roof to prevent buckling. Large mobile spotlights and other equipment were removed from these two sections.

Three five-foot-wide spotlights were set up to light the area as the firemen continued their efforts into the evening, and a derrick was used to tear down the remaining wall of the burned section.

A clam shovel operator lifted the burning bales of sandbags out of the warehouse and dropped them onto a roadway, where they were put out by firemen.

Major fires away from the Depot have been more numerous during the past quarter century.

The Depot helped fight big fires along Niedringhaus avenue near the Army base in 1953 and 1967. It aided civilian fire departments in halting a blaze that destroyed 23 homes on Kerr Island, Venice, in 1953, and fought many other fires in this community when called upon for assistance.

World's Largest Military Cryogenics Center at Depot

The Granite City Army Depot houses what is probably the largest cryogenics maintenance and repair center in worldwide military operations.

Cryogenics is defined by Mr. Webster as "the science of refrigeration with methods for producing very low temperatures."

Thirty-two civilian employees comprise the Cryogenics Division of the Maintenance Directorate and carry the responsibility of repair and major overhaul of cryogenic equipment for the Army, Navy, Marine Corps and Air Force.

Liquid Oxygen Plants

Cryogenic equipment plants, commonly known as liquid oxygen (LOX) plants, are used throughout the world by military personnel in the production of oxygen and nitrogen, both pure and gaseous, for military aircraft, missiles and hospitals.

This cryogenic equipment takes the gaseous elements of ni-

trogen and oxygen from the air we breathe and separates them from other gaseous elements making up our air. It converts them into pure elements that can be used in today's highly technical military aircraft, in missiles and in hospital equipment.

Such equipment is presently being used in Spain, Italy, the Panama Canal Zone, Ethiopia, Japan, Morocco, Europe, Bermuda, Korea, Vietnam and other military installations in the United States and overseas. The equipment can produce both liquid and gaseous elements required by a simple turning of the controls.

These production plants are both skid-mounted and van-mounted and upon completion of repairs and overhaul here are available for immediate deployment to any part of the world upon request, to assist combat-ready units.

Overhauled, Rebuilt

All plants being overhauled here are checked out to meet specifications after overhaul and are rebuilt to original manufacturers' specifications.

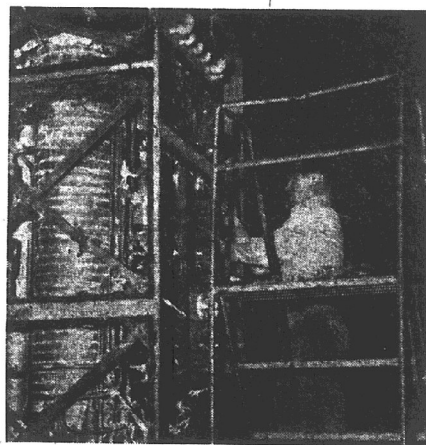
During a seventy-two-hour continuous checkout period, in which constant tests are made to assure meeting the 99.5% pure, or better, oxygen and nitrogen requirement, all phases of the equipment are tested to assure that "Zero Defect" equipment is going to U. S. troops.

Upon shipment of the equipment from this installation, it is ready for immediate use by any receiving unit.

The Depot furnishes technical assistance in the form of teaching and assisting in the set-up and operation of cryogenic equipment to friendly foreign governments.

Such assistance extends to proper operation, maintenance and minor repair of equipment.

The Depot presently has a Forward Area Support Shop set up in the Pacific area to support combat and combat-ready units in Southeast Asia.



CRYOGENICS UNIT BEING DISASSEMBLED



DOWNTOWN GRANITE CITY, INC. MERCHANTS

OUR ENTIRE COMMUNITY IS PROUD OF YOUR RECORDS

Depot Honored by Community in '54 with Mural Ceremony, Giant Parade

What still ranks as possibly the largest parade ever held in the Quad-Cities was staged as part of this community's giant 12th anniversary "salute to the Granite City Depot" in 1954.

Beautifully decorated floats, bands, troops, huge mobile equipment and precision marchers passed before tens of thousands of spectators along a four-mile route through Venice, Madison and Granite City.

Civic, service and veterans' organizations were among those represented. Floats included five entered by five Depot branches—the Maintenance Division, Storage Division, Engineer Maintenance and Technical Office, Engineer Packaging Division and 593rd Engineer Group.

Citizens Praised

In the program at the Depot that followed the parade, Quad-Citians saluted the Army installation for its neighborly cooperation in civic affairs.

Its commanding officer responded with a tribute to the local community and its "spiritually-motivated, progressive citizenry."

The military base was honored in talks by School Supt. Paul A. Grigsby, general chairman of the salute; President Harry C. Swan of the Tri-Cities Chamber of Commerce, sponsor of the event; and Attorney Randall Robertson, representing the Award to the Depot Committee, who presented a large symbolic mural depicting the roles played by the Depot in this community.

Mural Presentation

Speaking during outdoor ceremonies on the parade field prior to a storm that cut short the program, Robertson described the 4x3-foot painting as an expression of the Quad-Cities' "high esteem and warm affection" for the Depot.

It was painted from Walter W. Pershall's original sketch by five prize-winning Granite City high school art department grad-

uates, Harry Segedy, Carol Newman, Clyde Wadlow Jr., Joyce Boyd and Sue Kleinschmidt, under the direction of Eugene Alassi, school art supervisor.

Accepting the colorful painting on behalf of the Depot staff, Col. Leland B. Kuhrs, commandant, said the 2500 civilian and military personnel were "surprised at the salute program and overwhelmed at its magnitude."

Unique Observation

"In all of my experience, and in the experience of others in the Army, we cannot recall or find evidence of something like this salute ever happening before."

"What is there so different about the Tri-Cities? Why should this have happened? The story of the Tri-Cities is the story of an industrial district where growth and character are due to four factors—power, raw materials, transportation and progressive citizenry."

"We believe that the last factor, progressive citizenry, is the key. While the force of the economy of industry and commerce were at work to give growth, it was sparked and given life by another force—a force of doing good for others, a force of neighborly love."

"Progressive citizenry is the factor that makes the Tri-Cities different, and included in this fourth factor is a great spiritual force, 'love thy neighbor as thyself,' a force destined to make the Tri-Cities great among the cities of the world."

"In Turkey, I visited the small town of Allahsehir, translated as the 'City of God.' It was founded centuries ago and is known today as the original Philadelphia, which from the Greek is 'City of Brotherly Love.'"

"In terms of its industry, the Tri-Cities is frequently called the 'Pittsburgh of the West.' In terms of its people, we think it should be called the 'Philadelphia of the West.'"

"Our President in his inaugural address said 'What America hopes to bring to pass in the world must first come to pass in the heart of America.'"

"The heart of America is the summation of the hearts of its communities. And the Tri-Cities gives leadership to the communities of America in the move for peace by its example of the practice of the Golden Rule."

Friendly Cooperation

Chamber President Swan conceded that the Depot is an important Army installation serving all parts of the world and that it makes major economic contributions to this area in its employment of many local residents, but said the factors selected for special recognition were its "fine spirit, friendliness and cooperation in all fund drives, flood and fire disasters and civic activities."

Chamber Honors Soldiers Yearly

Again this year, the Tri-Cities Chamber of Commerce is carrying on a tradition of honoring Granite City Army Depot soldiers at a dinner. The July 31 gathering, with each soldier the guest of a Chamber member, is the third annual such occasion.

Robert L. Burnes, Globe-Democrat sports editor, was guest speaker at both the 1955 and 1956 banquets. A "soldier of the year" plaque is presented at the event each year.

At the most recent dinner, brief talks were given by Sgt. John D. Corder, the soldier winning top honors, and by Col. Charles B. Schweizer, then Depot commanding officer.

Col. Schweizer recalled the hospitality of the Quad-Cities when he commanded over 2000 soldiers here in 1944. People of 28 nationalities raised over \$2000 to equip the Depot service club, he recalled, adding: "Few communities hold such dinners as this. You of the military, they appreciate you here."

Chairmen of the dinners have been William Kozysak and J. W. Christy. The July 31 dinner chairman is C. E. Blankenship, chairman of the Military Affairs Committee of the Chamber of Commerce.

The annual salute to Depot soldiers originated when Carl E. Mathias was Chamber president. Chamber president for 1956-57 is Howard Kaseberg.

In 1943, members of Optimist clubs in the Illinois-Missouri metropolitan area formally "adopted" enlisted personnel of the Granite City Depot. A soldiers' day room, furnished and decorated by the Eighth District of Optimist International, was dedicated as part of the observance.

Selection of "soldier of the month" award recipients at the Depot dates back to September 1951. In cooperation with the Chamber of Commerce, the base began honoring its outstanding enlisted men. Awards of passes and merchandise were showered on the first to be honored, Cpl. Ronald Simpkins of Bluefield, W. Va., who had served overseas in Japan and Korea and had married a Granite Cityan.

August Nessing, Rural Route One, was named first Depot "civilian of the month" in April 1954, based on outstanding performance of his duties in the lumber yard.

An estimated 15,000 persons made a grand tour of the Depot during an open house held on the day of the parade and speaking program.

Expressions of amazement were heard at the immensity of the base. Equipment ranging from light bulbs, coal buckets and garden rakes to giant earth excavators, bulldozers and searchlights was exhibited. Methods used in operating the Depot also were explained.

Role of Federal Government

In an address that could not be given verbally due to the storm, U. S. Under Secretary of Labor Arthur Larson said, "Expanded social security and unemployment insurance, getting the government out of the power and manufacturing and loan business, placing federal-worker insurance with private carriers,

proposing federal re-insurance of health plans, and helping build schools, hospitals and houses that have got to be built but won't be without federal aid, are all expressions of a coherent, consistent and, above all, intensely humane conception of the responsibility and function of the federal government."

"Almost 100 years ago, Lincoln threw the challenge to us—that government for the people must not perish from the earth."

"Government for the people is today stronger than it ever was. The federal government is being wisely and carefully adjusted to play its proper part, and the state, the local community and, above all, individual humans are being assured the stature, respect and importance that they have always been meant to have since the foundation of this republic."

Depot 'Good Neighbor' To Community 25 Years

Participation by the Granite City Army Depot and its staff in community activities of the Quad-Cities has included substantial contributions to United Fund campaigns, regular blood donations, a large U. S. Savings Bond payroll savings program and an active role in such organizations as the Red Cross.

For its contribution of 5530 pints of blood between June 1949 and December 1953, the Depot received a special certificate of appreciation.

On Aug. 13, 1953, exactly 80% of the 125 enlisted men stationed here donated blood at one time.

90% Bond Purchases

A Treasury Department "Min-

ute Man" flag was presented March 3, 1944, in recognition of the contribution of more than 90% of Granite City Depot personnel toward purchase of war savings bonds through payroll deductions.

Purchase of government bonds by Depot soldiers and civilians has remained at a high level through the quarter century of its existence.

The policy that has guided the Depot through the years was described by Col. M. G. Martling, then commanding officer, at a meeting of civic leaders in April 1947. He said, "The Depot aims to fit into the community as a whole and be a good neighbor. We don't want to live in a vacuum here."

The Depot's friendliness toward this community has been reciprocated.

Square Dances Held

With Mrs. Anna Grosse as chairman, the Tri-City chapter of the American Red Cross conducted a social program to increase the Depot's postwar role in the life of the local community. Square dances and other dances were held throughout this area for enlisted personnel.

In return for establishment of the program, officers of the Depot sponsored local entrants in the annual All-America Soapbox Derby.

A ministerial counseling service also was started to aid Depot-community relations.

War Shipment Saved By Nine-Year-Old Boy

Nine-year-old Richard Jordan, 513 Bissell street, Venice, was given "red carpet treatment" when he toured the Granite City Depot in August 1950.

He was invited to make the tour after he discovered a vital 50-pound package of military equipment designated for the Far East. It had fallen from a truck near his home.

He put it in his express wagon and hauled it to the Depot. The tour was the Depot's way of saying "thank you."

Equipment Restoration Big Activity in 1950s

By the time the Granite City Depot had completed 12 years of operation, the occasion for a mammoth community-wide "anniversary salute" that included a parade, open house, exhibitions and speaking program, it had become a \$200 million Army installation employing 2000 civilians and 500 soldiers.

It was restoring \$15 million worth of equipment to usable condition each year. The only local military establishment, it consisted of over 1000 acres studded with buildings, warehouses and storage areas.

Ten million dollars worth of Engineer Corps equipment was being returned to serve, working like new again, as a result of the Depot's mission to restore, rebuild and overhaul engineer equipment. In addition, a separate operation under private contract was restoring another five million dollars worth of equipment during the course of a year.

General engineer equipment, in addition to topographic and electronic material, was being restored to 90% of its original life expectancy. More than 16,000 items of military equipment were being received, stored and issued by the Depot.

Thousands of Engineer Corp troops and officers were being trained here by the 593rd Engineer Group, with emphasis placed both on basic soldiering and on skills as engineer supply and maintenance technicians.

U. S. Army Materiel Command Effectively Supports Troops

Creation of the U. S. Army Materiel Command on Aug. 1, 1962, merged some 700 years of collective experience of the former technical services into an organization with the purpose of providing timely, effective and coordinated materiel support to the combat soldier.

Accelerated response to the Army's need for better weapons, equipment and supplies has become the hallmark of the U. S. Army Materiel Command.

As the command begins its sixth year next month, increasingly complex and demanding worldwide requirements are being met with less personnel, fewer facilities and demonstrable dollar savings to the taxpayer.

These new levels of effectiveness and economy, from research and development through procurement and distribution, have been achieved by streamlining and improving both in-house operations and relationships with American science and industry.

The U. S. Army Materiel Command, the largest and most complex new element created by the reorganization of the U. S. Army, consists of a nation-wide network of 95 military installations and

97 activities engaged in developing, producing, supplying and maintaining weapons, equipment and other materiel for the Army.

AMC was established May 8, 1962. It assumed operational status Aug. 1, 1962.

It is responsible for the materiel functions formerly performed by six of the Army's seven technical services (Ordinance, Quartermaster, Signal, Engineer, Transportation and Chemical), including Research and Development, Procurement and Production, Storage and Distribution Inventory Management, and Maintenance and Disposal.

The Army Materiel Command is commanded by Gen. Frank S. Besson Jr. It operates with a \$12.2 billion inventory and an annual expenditure of \$7.1 billion.

It directly employs 18,000 military and approximately 150,000 civilian personnel.

With headquarters in the Washington, D. C., area, AMC operates through seven major subordinate commands and directs the activities of depots, laboratories, arsenals, maintenance shops, proving grounds, test ranges, procurement offices and transportation terminals throughout the continental U. S.

FOR AN EXCELLENT
RECORD OF
ACHIEVEMENT —
CONGRATULATIONS



FIRST CITY NATIONAL BANK

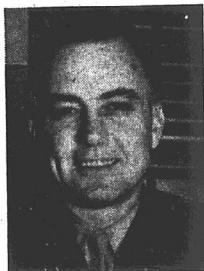
The Only Financial Institution Your Family Will Ever Need. Member F.D.I.C.



15 Have Commanded Granite City Depot



Col. James R. Brownell



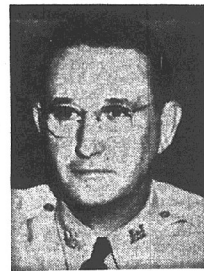
Col. Robert E. York



Col. M. G. Martling



Col. Kenneth M. Moore



Lt. Col. Milton C. Wright

A Look Back With Pride

By Col. Charles E. Hoskin III

When we consider the accomplishments and progress of the Granite City Army Depot with 25 years of noteworthy history, those of us who represent the present can only reflect on the past with pride and humility.

While my pride in this installation's past is more than justified,

my hopes and aspirations for the future of this active Army post and its people increase with each passing day.

I salute all who have given of themselves during the past one-quarter century in support of the Depot and its many missions: its planners, the original construction crews, the loyal and devoted civilian work force, the former

commanders, the men in uniform who have served here, the families of all Depot members, the surrounding community leaders and the populace they represent, our employee organizations, the Army Materiel Command, and the other higher headquarters who have counseled and guided the Depot from its beginning.

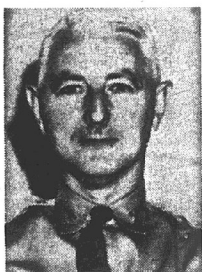
The list is too long for individual

or personal identification, but the efforts of all are deeply appreciated by today's Depot family and are recognized as significant contributions to our current success.

As we celebrate the Depot's silver anniversary, we, of the present, face the future with confidence, determination, and a deep-felt dedication and desire

to continue serving our country, following the example of the past.

The high standards set by those Depot members who preceded us serve as a real challenge, and we pledge our best efforts to continue in the proud tradition of important accomplishments and meaningful progress.



Brig. Gen. Frederic Butler



Col. Benjamin Fowlkes jr.



Col. Leland B. Kuhre



Col. Carl M. Sciple



Col. Charles H. Waters

11 of the 15 Have Retired

Eleven of the 15 men who have served as commanding officer of the Granite City Depot are now retired from the Army.

Of the other four, one of them, Col. M. G. Martling, is deceased and three are still on active duty in the Army.

Those still active besides the present commanding officer, Col.

Charles E. Hoskin III, are Col. John M. Ansley, deputy district engineer for U. S. Air Force Academy construction at Colorado Springs, Colo., and Lt. Col. George B. Thomson, who is now director for supply and transportation at the Granite City Army Depot.

Among those retired is Col.

Charles B. Schweizer, who has joined the Southern Illinois University Foundation staff and resides at 2 Lakewood drive, Rural Route Four, Edwardsville.

Addresses of the other retired officers are as follows:

Col. James R. Brownell, 759 Siesta Key circle, Sarasota, Fla.;

Col. Robert E. York, 25 Cabot street, Winchester, Mass.; Col. Kenneth M. Moore, 2310 Woolsey street, Berkeley, Calif.; Lt. Col. Milton C. Wright, 112 Lynnview avenue, Knoxville, Tenn.

Brig. Gen. Frederic B. Butler, 18 Twenty-fifth street, San Francisco, Calif.; Col. Benjamin C.

Fowlkes jr., 500 Park avenue, Salisbury, Md.

Col. Leland B. Kuhre, 203 Greenlawn drive, San Antonio, Tex.; Col. Carl M. Sciple, 3524 Flair drive, Dallas, Tex.; Col. Charles H. Waters, 1085 Alco street, N.E., Atlanta, Ga.; and Col. Jack C. Jeffrey, 6005 Mountain Climb drive, Tex.



Col. Jack C. Jeffrey



Col. John M. Ansley



Col. Charles B. Schweizer



Lt. Col. George B. Thomson



Col. Charles E. Hoskin III



CONGRATULATIONS FOR AN OUTSTANDING EFFORT

NAMEOKI VILLAGE SHOPPING CENTER



Col. Brownell First Commander

First commander of the Granite City Depot was Col. James R. Brownell, a veteran of long Army service in the Philippine Islands who had advanced into the officer ranks from the rating of buck private.

Taking command here in August 1942, he remained through January 1945, when he went to Fort Leonard Wood, Mo. That spring he joined an Engineer Service Group in the Philippines—where he had served from 1918 until 1934—and then retired from active duty in June 1946.

His Army service dated back to 1909, and he became a second lieutenant in 1918. He achieved the temporary rank of full colonel in 1943.

Col. Brownell initially retired from the Army in 1935 but was recalled to the service in September 1939, serving as supply officer of the Columbus, O., General Depot before being assigned here. He was born in the state of New York on Aug. 10, 1890.

Col. Waters Graduated From West Point in '36

Col. Charles H. Waters is a graduate of the U. S. Military Academy, receiving his bachelor of science degree there with the class of 1936. He was commissioned as a lieutenant in the Corps of Engineers in 1939. He holds a master of science degree from the University of California.

In 1951, he was graduated from the Armed Forces Staff College. He has commanded the Army Engineer Center Regiment, Fort Belvoir, Va., and served as post comptroller there.

In world war II, he took part in the camp construction program and was division engineer of the 13th Armored Division before transfer to the European theater. There, he commanded the 1158th Engineer Combat Group.

Col. Waters next served at Fort Jackson, S. Car., as Corps Engineer of V Corps, and in 1947 went to Japan. In 1949, he became assistant district engineer at Savannah, Ga.

Col. Waters served a three-year tour in the office of the Comptroller of the Army, where he became assistant chief of the Management Division. In 1954, he began a 13-month assignment in Thailand. He was at the Depot here in 1958-59.

Col. Sciple Commander Of Depot in 1955-58

Col. Carl M. Sciple held the Depot command from July 1955 to January 1958. He is a 1932 graduate of the U. S. Military Academy at West Point.

Col. Sciple attended the Engineer School's basic officer course in 1942 and received a master degree while attending the Harvard Business School in 1947-49. He is a member of the Society of American Military Engineers and holds the Legion of Merit and Bronze Star medal. Col. Sciple's long list of prior assignments included vice-chairman of the War Department Price Adjustment Board, the Renegotiation Branch, Office of the Under Secretary of War in 1945-47, and assistant deputy engineer-in-chief of the Southeast Asia Command in 1945.

Col. Hoskin Commanding Officer Here Since 1966

Col. Charles E. Hoskin III assumed the duties of commanding officer of the Granite City Army Depot Nov. 15, 1966.

Col. Hoskin is no stranger to this area, having been Army Materiel Command project officer for Project Power Float with assignment in St. Louis just prior to his present command.

As project officer, he was responsible for providing electrical power to U. S. Army Forces in the Republic of South Vietnam.

The project involved rehabilitation of 11 T-2 Tankers (520 x 68-feet each), moving them to Vietnam, and connecting them to land power distribution systems. He has made five trips to Vietnam on this project since November 1965.

Col. Hoskin entered the Army in 1942. Prior to his St. Louis assignment, he attended the U. S. Army War College, Carlisle Barracks, Pa.

Overseas Service

During his Army career, Col. Hoskin has served in the Philippines, Italy, Korea and two tours each in Japan and Germany.

He is a graduate of The Infantry School, Ft. Benning, Ga., the U. S. Army Command and General Staff College, Ft. Leavenworth, Kan., the Armed Forces Staff College, Norfolk, Va., and the Army War College, Carlisle Barracks.

Col. Hoskin, a logistician, has had courses in anti-aircraft and guided missiles, Armed Forces Special Weapons Project, Army

Col. York Veteran of World Wars I and II

A West Pointer who later taught at the academy and was noted as the builder of the Engineer Corps reservoir on the Missouri River at Fort Peck, Mont., Col. Robert E. York headed the local Depot from February 1945 to July 1946, retiring in 1953 after an active postwar role in the Army Engineers' civil works program.

The Emporia, Kan., native, born in 1896, served as professor of military science and tactics at the University of Texas after a military career that included service in both world wars I and II.

Formerly Atlanta, Ga., District Engineer, he spent the early 1940s building depots, cantonments, hospitals and airfields costing more than \$579 million all over the South Pacific and in the China-Burma-India theater.

Col. Wright Specialist In Supplying Equipment

Lt. Col. Milton C. Wright, born in Otis, Tenn., in 1897 and a specialist in supplying engineer equipment to Allied troops in Europe during world war II, was the Granite City Depot commanding officer during periods from July 1949 to December 1950. He retired in 1953.

Receiving his first Army commission as a Quartermaster Corps first lieutenant in 1926, he began active duty in 1942 and commanded an engineer battalion in England, Belgium and France.

Col. Wright was executive officer of the Rock Island Engineer District before arriving at the Depot here.

Air Defense, in addition to special training at the Institute of Research, Walter Reed Army Medical Center, Washington, D. C.

Active in Many Groups

The colonel is a member of Free and Accepted Masons, National Sojourners, Association of the U. S. Army, Society of American Military Engineers, American Philatelic Society, Greater St. Louis Federal Business Association, PTA and Toastmasters International.

Col. Hoskin and his wife, the former Mildred Dance, daughter of Mrs. Fred Anderson, Nashville, Tenn., are the parents of one son, Charles E. Hoskin IV, eight years old.

Awards and decorations presented to Col. Hoskin include the Bronze Star Medal, Army Commendation Medal with four Oak Leaf Clusters, Philippine Presidential Unit Citation, Combat Infantry Badge, General Staff Identification Badge and the Korean Distinguished Service Medal.

He has served as an enlisted man, warrant officer, reserve officer and regular Army officer. Col. Hoskin is the son of Mr. and Mrs. C. E. Hoskin Jr., Laurel, Md.

Extensive Training in Career of Col. Jeffrey

Colonel Jack C. Jeffrey, 1950-61 commander, came to the Depot from the Army War College at Carlisle Barracks, Pa. Born in Burlington, I., he graduated from Texas A & M College in 1932 and a year later he received his master degree in industrial engineering from the same school.

During world war II he served as commanding officer of the 296th Engineer Combat Battalion, European theater. He next attended the Command and General Staff School at Fort Leavenworth, Kan. and served with the Army Ground Force, Fort Monroe, Va.

From 1948 to 1950, Col. Jeffrey was with the Manila Engineer District. His next tour of duty was as senior instructor, Corps of Engineers ROTC unit, University of Wisconsin, from 1950 to 1953.

In 1953, he attended the Armed Forces Staff College at Norfolk, Va. After this he was assigned to the Far East and from 1957 to 1958 was in the office of the Deputy Chief of Staff for Logistics, Washington, D. C.

Col. Moore Ranked High at West Point

Col. Kenneth M. Moore, born in 1894 at Fort Snelling, Minn., retired in 1953 after a 36-year Army career that included the command of the Granite City Depot between 1948 and 1950. He was commissioned in 1917 after ranking in the upper 10% of his West Point class.

His service was divided almost equally between training young engineers in such locations as the Missouri School of Mines, Rolla, and Fort Belvoir, Va., and supervising Engineer Corps civil projects in such places as Seattle, Wash., San Francisco and Duluth, Minn.

A veteran of world war I service in France and Germany, he served in the Philippines in 1930-32 and in Korea in 1946-48.

Gen. Butler in Command in 1950

Only general to command the Granite City Depot was Brig. Gen. Frederic Bates Butler, who arrived here for a five-month tour of duty as commandant in mid-1950.

A rugged leader of the fighting in North Africa, he won the Legion of Merit for inspired leadership in the engagements at Fondouk, Sidi Nair, Hill 473, Hill 609 and Eddokhila. Retiring in 1953, he also held the Distinguished Service Cross, Bronze Star and Purple Heart.

Graduating from West Point shortly before the end of world war I, Gen. Butler was assigned in 1923 to Tientsin, China, where he was an engineer officer for three years. During the next 14 years he was stationed at West Point or on civil works assignments within the U. S.

Following graduation from the Command and General Staff School, he was given command of an engineer battalion in 1940. This assignment took him to Europe in 1942, and the same year he was promoted to acting depot chief of staff of the II Corps and commander of the Allied Task Force at Gofsa, Tunisia.

Tunisia, Italy, France

With the successful climax of the Tunisian campaign, he arrived in Italy in 1944 as 34th Division assistant commander. Later he served under Maj. Gen. Truscott, who commanded the Sixth Corps at Anzio. He then moved into southern France with the famed 45th Division.

After commanding two infantry replacement centers in this country beginning in 1945, he became a Pacific theatre field commissioner for the Foreign Liquidation Commission and spent 10 months as engineer of the 24th Corps in Korea.

Following his service here he was commanding general of Fort Leonard Wood, Mo., and then commanded Camp McCoy, Wis., in 1951-52. His last assignment before retiring was as deputy commanding general and chief of staff of the Japan Logistical Command in the Far East.

Col. Thomson Veteran Of World War II, Korea

Entering the Army in 1941, Lt. Col. George B. Thomson has had wide and varied experience in both the Quartermaster and Transportation Corps. In world war II, he served in the European theater, including tours in England, North Africa, Sicily and Italy.

During the Korean War, he served in Yokohama, Japan. Since then, he has been stationed in France, Greenland, and at several stations in the Eastern U.S.

Most of his experience has been with depot-type facilities. He considers the opening of the first Quartermaster Depot in England one of the highlights of his career. He commanded the GCAD in August - November 1968.

WAC's Based Here in '44

Establishing a precedent in the Corps of Engineers supply organization, three members of the Women's Army Corps were assigned to duty as officer personnel of the Granite City Depot on March 19, 1944.

Korean Units Supplied Under Col. Fowlkes

A huge volume of material and equipment needed by engineer companies fighting in Korea was stored, assembled and shipped from the Granite City Depot under the supervision of Col. Benjamin C. Fowlkes jr., commanding officer from November 1950 until September 1952.

Born in Selma, Ala., in 1903, Col. Fowlkes graduated from the U. S. Military Academy 22 years later, served at what is now Fort Belvoir, Va., and returned to school to receive a civil engineering degree from Cornell University in 1928.

He served at Fort Benning, Ga., and the Panama Canal Zone, became Assistant District Engineer of Pittsburgh, Pa., in 1934, taught Reserve Officer Training Corps students at Johns Hopkins University, Baltimore, earned the Bronze Star Medal and Legion of Merit for his five-year wartime command of the 542nd Engineer Boat and Shore Regiment in the southwest Pacific, attended the Industrial College of the Armed Forces and before coming here spent a year as Vicksburg, Miss., District Engineer.

Beginning in 1952 he supervised construction of Air Force bases in Germany and other areas of Europe.

Varied Assignments For Col. John Ansley

Col. John M. Ansley, depot commander in 1961-64, was born and raised in Portland, Ore., and attended Oregon State College in Corvallis, obtaining a bachelor of science degree in civil engineering. He later received a coveted master of science degree in civil engineering from Harvard University.

Entering the service in January 1942 as an officer, having completed the college ROTC curriculum, Col. Ansley served over three years in the European theater.

Integrated into the Regular Army in 1946, he has served a tour with the Air Force at McDill AFB; three years at Fort Belvoir; one year at Fort Lewis, Wash., where he was in command of the 95th Engineer Combat Battalion; three and one-half years in Japan; the Command General Staff College at Fort Leavenworth, Kan.; and four years in the Pentagon at Washington, D. C. He has spent a year as area engineer in charge of construction at Thule Air Force Base in Greenland.

Photography a Major Activity at Army Base

Pictures numbering into the hundreds of thousands have been taken and processed by the Granite City Depot photography staff, headed by Charles C. Chapman, which provided many of the pictures for this special edition.

Chapman originated the department in December 1942, and its work includes the photographing of equipment, processing, damaged goods, fires, technical data and accidents, plus taking pictures for public relations and identification.



WE CONGRATULATE YOUR OUTSTANDING SERVICE TO COUNTRY AND COMMUNITY

FIRST GRANITE CITY, SAVINGS & LOAN

Born in Wartime, Depot Also Valuable to Nation During Peace, Cold War

The war that the Granite City Depot was built to help win came to a close amid appropriate festivities at the local Army base. V-E Day, May 8, 1945, prompted increased activity throughout the Depot to re-channel supplies and equipment from Europe to another theater, the Far East. Employees immediately began putting into deeds the words of President Truman, who warned that "the war is only half over," and shipments continued at a high rate.

Joy was more unrestrained when V-J Day marked victory over Japan on Aug. 14, 1945. A two-day holiday postponed the regular Depot inventory day.

It was noted that the war ended almost three years to the day after activation of the Depot.

Staff Reduced

With the end of world war II requiring a reduction in the number of employees, they were arranged into competitive groups,

each group being composed of persons of similar grades, duties and responsibilities. Those with the lowest point scores were released first. Efforts were made through the Civil Service Commission to transfer those scheduled for separation to other government activities.

However, it quickly became apparent that the Depot could be of great value to the nation in peace and during the "cold war" as well as in a time of full-scale war.

In November 1945, a peacetime mission was announced; the Depot was designated as a distribution center for the Fifth, Sixth and Seventh Service Com-

mands, serving 16 states throughout the midwest from the Alleghenies to the Rockies and from the Canadian border to the Oklahoma line.

Topographical Equipment

The role that was outlined included Engineer Corps-wide storage of all topographical equipment and supplies, petroleum handling equipment and all sets of equipment with two exceptions.

Repair of all engineer searchlights also was assigned the Granite City Depot, one of only two Engineer Corps depots left in operation.

In assuming the new mission, the Depot entered into large-scale operations in handling the return of excess property from

posts, camps and stations and in controlling surplus property located at field installations.

First unit to return after receiving training here and then going overseas was the Headquarters Company, 1199th Base Depot.

Control over this nation's stock of Army topographical and reproduction supplies initially was assigned to the local Depot in 1944.

The Topographical and Mapping Equipment Branch, operating under the Stock Control Division, centralized for the Corps of Engineers the receipt and issue of this type of supplies. A specially constructed warehouse was provided for the safekeeping of highly-sensitive film

and for laboratory texts.

Nationwide Responsibility

Three departments with nationwide functions had been transferred to Granite City in 1943 from the Office of the Chief of Engineers, Washington, D. C.

They were the Catalog Section, charged with preparation and revision of the entire Engineer Corps equipment catalog; Extract Section, responsible for distributing requisitions to the proper depots for various items of stock; and the Initial Requisition Section, which arranged for initial issues of engineer equipment sent to all newly-activated units in the Army.

Civilian guards replaced military guards at the Granite City Depot in July 1948.

Depot Responded to Aid War Effort in Korea

The Korean War beginning in June 1950 caused significant increases in employment and shipments at the Granite City Depot.

Simultaneously with the revival of selective service inductions in the Quad-Cities the following month, mobilization orders were received for an Army reserve unit at the Depot, the 711th Engineer Base Depot Company.

Organized here in February 1948, the reserve unit was composed mostly of Quad-City residents. Forty-four men and five officers were called to active duty in September 1950, departing for Fort Leonard Wood, Mo., after farewell ceremonies at the Depot.

Early in 1951, plans were announced for a \$5 million expansion of the Depot. Included in the new construction were two 165-man barracks buildings of a permanent nature, several new additions to the base maintenance shops, a new permanent warehouse, a storage building for flammable articles and two permanent sheds.

Employee's Suggestion Saved U. S. \$3 Million

Of the hundreds of time, money and work-saving suggestions made at the Granite City Army Depot over the years, perhaps the most valuable was one that originated in 1950 in the ingenious brain of Leroy Martin, 55, East St. Louis, the machine shop foreman.

Together with Boris Levine, later transferred to the Chief of Engineers office in Washington, he invented an adapter allowing an M-1 carbine to be fitted with a sniperscope, employing infra-red rays to permit snipers to see their targets at night. The new adapter was installed on rifles carried by GI's in Korea.

The adapter was expected to save Uncle Sam almost \$3 million. Martin's reward was a \$1000 U. S. savings bond. The adapter itself cost only \$25.

In addition to the savings, the idea eliminated many months of delay.

River Rescue by Guards

Prompt action by guards and the medical unit at the Granite City Depot in rescuing three civilian employees of the Army Engineer Service Base in St. Louis won the Depot an official commendation from the Chief of Engineers. Their motor skiff swamped in the Mississippi River and was carried away by the current.

Investment in Youth at Depot

The Granite City Army Depot is one of the Illinois-Missouri metropolitan area's largest employers of youth.

Presently, the Depot sponsors 106 trainees in the Neighborhood Youth Corps (NYC), and employs 135 youths in the Youth Opportunity Campaign (YOC).

Both programs provide jobs for youths from economically and culturally deprived backgrounds who need qualifying work experience or who need funds to stay in school or return to school.

YOC's are Depot employees and work full-time during the summer at \$1.40 per hour. NYC's are paid by the U. S. Department of Labor and work 32 hours a week at \$1.25 an hour.

Youths work in a variety of jobs, including mowing, washing windows, scraping paint, typing, filing and assisting Depot workmen in such fields as automotive mechanics, industrial equipment mechanics, metal fabrication, tool keeping, warehousing, packing, inventory counting, commissary work, carpentry and boiler operation.

In addition, the Depot is providing individual and group counseling on education and employment problems.

Youths in typing and clerical positions will receive a five-hour course in military correspondence and filing.

A twice-weekly lecture and film series will cover such subjects as college, trade school, Army careers, federal employment, industrial employment, civil rights, employment services, alcoholism, smoking, drug addiction, juvenile delinquency, dating and marriage, youth and law, and school dropouts.

Late Col. Martling At Depot in 1946-48

The late Col. Martling Martling commanded the Granite City Depot from July 1946 to July 1948. For the next year he commanded the Hanau Engineer Base Depot in Europe and then was hospitalized, passing away Nov. 4, 1949, at the age of 59 in Tucson, Ariz.

The Atchison, Kan., native was commissioned in 1917 and served with occupation troops in Germany after world war I. He next served in Washington, D. C., and the Philippines and from 1923 to 1941 remained in the U. S., helping build Chicago's Century of Progress Exposition, directing WPA construction projects in Los

Col. Kuhre Commander During 1954 'Salute'

Col. Leland B. Kuhre, Depot commander at the time of the community-wide salute in 1954, assumed his duties here Nov. 28, 1952. The 1925 U. S. Military Academy graduate also graduated from Cornell University and The Engineer School at Fort Belvoir, Va.

Spending much of the following decade in Alaska and Hawaii, Col. Kuhre also supervised the Engineer ROTC unit at the University of Iowa and was deputy district engineer in St. Louis. During world war II he commanded in succession the 330th Engineer Combat Battalion, 95th Infantry Division, 146th Engineer Combat Regiment and 1116th Engineer Combat Group.

He formed and commanded the Sixth Engineer Special Brigade in England in 1944 and became chief of staff of the Engineer Special Brigade Group which participated in the invasion landing on Omaha Beach June 6, 1944.

He assumed command of Omaha Beach in August 1944 and remained to close out the operation in February 1945, concluding his overseas service as chief of staff of the Normandy Base Section in France.

Col. Kuhre later graduated from the Naval War College and the Industrial College of the Armed Forces, and from August 1950 until coming here served with the Joint American Military Mission, stationed in Ankara, Turkey.

He commanded the Depot until July 30, 1955, and now lives in San Antonio, Tex.

'Hire the Handicapped' Policy Followed Here

The Granite City Depot was honored in October 1948 for its outstanding record in employment of disabled veterans and other veterans.

Honored again by the American Legion in 1951, the Depot at that time employed 1321 handicapped persons, including 213 disabled veterans.

Angelo, heading an engineer battalion at Fort Lewis, Wash., and serving in the office of the Under-secretary of War.

Col. Martling organized a provisional training brigade of the Engineer Unit Training Center at Camp Claiborne, La., in 1942-43, and won the Bronze Star while he was commanding officer of a regiment in Europe in 1944.

Huge Surplus Supply Sales Following War

Granite City Depot participation in a vast Army program for the return of equipment and supplies into civilian commercial channels assumed great proportions in March 1944 as many thousands of dollars worth of material were placed at the disposal of the highest bidders.

An auction in March 1945 attracted equipment dealers from all over the U. S. More than 150 firms took part in the bidding, and \$157,000 was obtained for the national treasury. Included were scrapers, cranes, concrete mixers, pavers and pneumatic tools.

Surplus sales began in earnest in 1946 with over a million dollars worth of shop tools and equipment being sold.

National stockpiling of strategic material to await the requirements of foundries and manufacturers was established in 1946, with the Treasury Department Procurement Division serving as the agency responsible for administration of the program. Lead and zinc were the two major raw materials stored here. Strategic materials shipped here during the next few months from all parts of the U. S. averaged 15 carloads a day.

Surplus property on hand here in 1948 exceeded \$5,700,000.

Col. Schweizer Still Active in Local Area

Col. Charles B. Schweizer held the Depot command from August 1964 to August 1966 and remains active in the local community.

He graduated in 1936 with a civil engineering degree from Louisiana State University and entered the Army in 1938.

Col. Schweizer was transferred from a post in France to take the command at the Depot. No stranger to this area, he was district engineer for the St. Louis District, Army Corps of Engineers from June 1957 to July 1960 and served previously at the Granite City Depot.

The colonel is a member of the Tau Beta Phi engineering fraternity, Society of American Military Engineers and the Association of the U. S. Army. An active Mason, he was worshipful master of Benjamin Franklin Lodge 52 in Orleans, France, and grand inspector of the Grand Loge Nationale Francaise.

5191 Civilian Staff At Depot in Mid-1944

In its peak activity, the Granite City Depot received and issued more than 92,250 tons of material or 4500 carloads in one month, July 1943.

In the summer of 1944, there were 5191 civilians on the Depot payroll, not counting 1100 employees on the rolls of the commercial contractor, C. J. Hug, responsible for export processing and boxing.



WE CONGRATULATE A GROUP OF DEDICATED MEN AND WOMEN

MADISON COUNTY FEDERAL SAVINGS & LOAN ASSN.

Depot Often Has Helped Fight 'Old Man River'

In July 1943 the Granite City Depot encountered the worst flood since June 1903 in the Mississippi-Missouri River area.

The Army base issued more than five million sandbags, 14 miles of wooden snow fence, hundreds of storm and utility boats, shovels and rubber boots and hundreds of thousands of board feet of lumber to stricken points in a radius of over 100 miles.

The Depot dispatched an average of three truck convoys daily for over a 20-day period. At no time was the levee protecting the Depot and the vital Quad-City industrial area in any serious danger.

Sand boils developed behind the new levee but were squelched expertly and quickly. All precautions were taken by Maj. Sidney Bears, post engineer, Lt. Harold Hough, his assistant, and their staff to prevent attrition of the untried levee by the wave action of the stormy Mississippi.

Work Night and Day

Night and day, enlisted personnel of the Maintenance School and civilian laborers under the direction of Engineer Supply School student officers hauled sandbags and snow fences into place, along the length of the levee.

Most of the energies and supplies of the Depot, however, were directed toward assisting neighboring communities.

For nearly two weeks, four officers of the Depot directed flood control work in the Winchester region on the Illinois River with the assistance of more than 2000 officers and soldiers assigned from Jefferson Barracks, Mo., and Fort Sheridan, Ill.

The Depot, its officers, men and civilian employees were commended by Brig. Gen. R. F. Fowler, Assistant Chief of Engineers, Col. Malcolm Elliott, St. Louis, Division Engineer, the president of the Chamber of Commerce and officials of numerous agencies for the assistance, cooperation and supplies furnished during the trying period.

1944 Cloudburst

A continuous cloudburst of torrential proportions inundated many portions of the Granite

City Depot on Saturday, April 12, 1944, and a carpet of sandbags was laid in order to gain access to the Administration Building.

A thousand pairs of boots were issued before lunch, and as the Storage Division fought to free material from open storage areas threatened by the flooding water, all operating departments went on a 24-hour alert.

One hundred cots were provided to workers in Warehouse Two that night, and the water that had immersed the Depot on Saturday was completely drained by Sunday afternoon. Van loads of sandbags, loaded in advance, were passing through the main gate within five minutes of telephone calls requesting them.

Two cranes were sent, one to Anna, Ill., and one to Dupu, Ill., and 3,000,000 sandbags, 120,000 feet of snow fence, nine pickup trucks, 300 Army cots and 170 boats were sent out. A snow fence mat was floated to retard wave action, along the East St. Louis levee front.

Levees Bolstered

Then, on May 26, 1944, the Depot supplied sandbags for reinforcing endangered levees. Twenty-four engineer officers were assigned to flood duty, and the Depot provided 15 utility trucks, 120 outboard motors, 14 storm boats, 34 assault boats, 1200 shovels and 94,500 feet of snow fence.

During that year, the levee protecting the Depot was strengthened by spreading slag on the river side of the embankment and rolling the ground. To help prevent erosion of the sand-fill, grass and mulch were planted all over the levee.

A downpour during August 1946—a month in which the most rain in 109 years was recorded—flooded the basement of the Administration Building and created a "lake" at the Salvage Branch. Men and women carried shoes in their hands as they navigated knee-deep water in some areas.

Col. Kittrell of the Upper Mississippi Valley Division on July 24, 1947, commended the Depot for assistance in a successful flood fight during June and July of that year. Over three million sandbags were provided along

Depot Barge Loading During World War II

Barge loading and unloading operations were inaugurated at the Granite City Depot in 1944. The facilities were completed with use of Bucyrus Erie boat crane, converted from its previous design as a river dredger.

The crane, secured from the Kansas City Engineer District, had been equipped with a stationary 185-foot boom and was refitted with a live 120-foot boom. With a rated capacity of 60 tons, it was used mostly in unloading tractors shipped by up-river manufacturers and in loading equipment headed for overseas destinations.

In August 1952, the Depot announced that it planned to make substantial use of the freight terminal being developed by the Bi-State Development Agency on the Chain of Rocks Canal. All its river shipping was routed through the public wharf facilities.

with large quantities of other supplies and equipment.

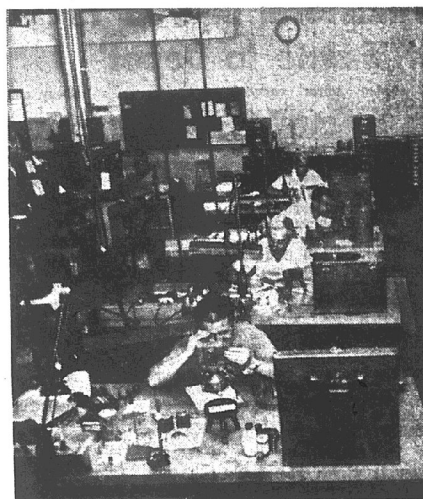
Obtaining some of the sandbags from the Schenckstad General Depot, the local staff operated on a 24-hour basis. Two-hour requests for information on availability of supplies and equipment and on action necessary to release control of special stocks were handled promptly. Special arrangements were made to guide truck drivers unfamiliar with the base to the loading points.

107-Year River Record

Flood waters struck again in July 1951, and 300 Depot soldiers were rushed to save the levee from crumbling beneath the pressure of the Mississippi River, which had risen to its highest point since 1844.

They were joined by airmen from Scott Air Force Base in protecting the weak point in the chain of levees guarding this area—the Chouteau Island levee. The Depot also sent 24 amphibious trucks and 1,895,000 sandbags during the month to a flooded area of Fort Riley, Kan. Working around the clock, Depot employees sent out another 1,085,000 sandbags to this area and 680,000 to St. Louis.

During Missouri River floods of 1952, the Depot supplied water pumps, electric power generators, flares and hoses to stricken communities.



TOPOGRAPHIC-ELECTRONIC EQUIPMENT REPAIR

Military Base Now Includes Many Permanent Structures

Now replete with permanent buildings, the Depot early in its 25-year history had an acute shortage of "elbow room" for storage and other activities.

Six prefabricated steel buildings were moved here during the winter of 1943 after having been used as NYA trade training schools in Iowa, Nebraska and Kansas.

Two of the structures were converted into a single warehouse for depot operations and troop supplies, one became a machine shop and another functioned as a processing plant for spare parts.

A 300-seat Depot theater was established in September 1943, enabling War Department training films to be shown to assigned personnel and training units.

A large train shed to provide all-weather shelter for completion of outbound carload shipments was begun in May 1944. It spanned two tracks and extended for 500 feet, having a capacity of 20 cars. Work there included blocking, banding and

stenciling. Loading took place in separate storage areas.

Built entirely by soldiers, a post chapel was formally opened on Sunday, Sept. 10, 1944.

The dispensary was expanded beginning in May 1945 and a major warehouse section was completed the following month. A construction program announced at that time included a two-story all-brick structure containing 68,000 square feet to house the stock control, storage and transportation divisions.

Twenty-two quonset huts were transferred to the city of Granite City in 1946 to provide emergency housing for veterans. The two-apartment huts were set up in Lincoln Plaza.

A full-fledged sawmill was created at the Depot in 1944. There was a growing national scarcity of large quantities of lumber in required dimensions, and the new mill permitted the Depot to custom-tailor nearly all sizes of lumber received, in accordance with its needs.

The mill included a seven-inch vertical band saw and several auxiliary machines, which were operated in a part of the lumber yard.

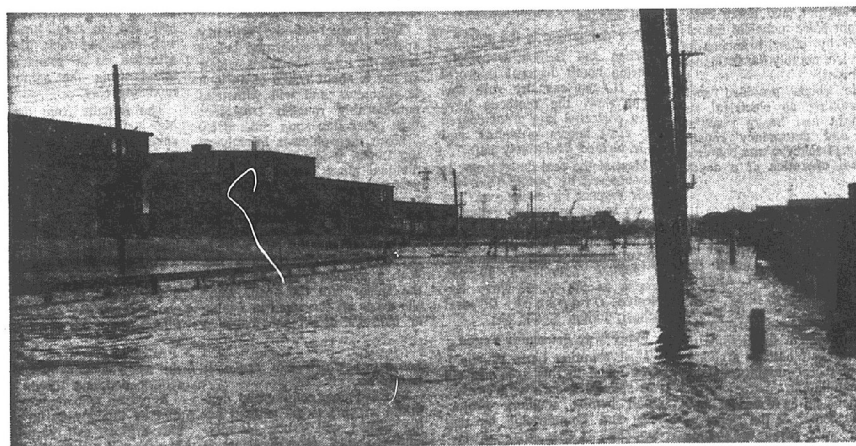
Bunker Hill Tornado Prompted Helping Hand

The Granite City Depot was called upon in 1948 to aid tornado victims, sending troops and emergency equipment to the Gillespie-Bunker Hill area.

It responded with generators, bulldozers, truck-mounted cranes, chain saws and troops.

Worldwide Conference

Depot commanders from all over the world converged on the Granite City Depot in January 1953 for a conference that included 60 commanding officers and supply officers from bases all over the U.S., Europe, Japan, Hawaii and Alaska.



FLOODING DUE TO RAIN PLAGUED DEPOT IN ITS EARLY YEARS

WE SALUTE YOUR OUTSTANDING 25 YEARS OF EXCELLENT SERVICE

STATE LOAN AND SAVINGS ASSN.



Windstorm Injured 13 At 'Salute to Depot'

A sudden storm carrying winds of tornado velocity disrupted "Salute to the Depot" ceremonies on the Granite City Depot parade field at 4:30 p.m. Saturday, July 31, 1954.

Thirteen persons were injured. The reviewing stand roof blew hundreds of feet through the air as the large gathering watched in horror. The ladies' grandstand roof lifted and then collapsed onto the stand when the entire temporary structure toppled backward.

Husbands of many of the injured leaped from the damaged reviewing stand and ran through a heavy downpour of rain to the nearby grandstand to pull women from the wreckage.

The soaking rain fell from skies that only brief minutes before had been blue and peaceful.

Five Hospitalized

Of the 11 women who were hurt, all escaped serious injuries but five were hospitalized. A soldier hit by debris from the hurtling roof section originally was in critical condition but recovered at the Scott Air Force Base Hospital. The 12 persons treated at St. Elizabeth Hospital included the injured women and the Depot security chief.

Despite rain which fell during the latter part of the mammoth twelfth anniversary parade ending at the Depot grounds, the weather appeared perfect as the salute ceremonies began.

Lightning and dark clouds did not appear until during the presentation of a mural to Col. Leonard B. Kuhre, Depot commandant.

Rain began as Col. Kuhre was expressing the Depot's appreciation for the salute, and he interrupted his talk to announce that the program would be moved indoors to the Depot theater.

Warnings Issued

Officers went about the two stands to warn occupants to go to the nearby headquarters building, pointing out that the stands were only temporary structures built for the speaking program. But both stands remained about half-full as people attempted to avoid the rain.

The violent gusts of wind struck about five minutes after the program was halted, and the crash of the grandstand drowned out cries of shock and pain.

Several dozen women, most of whom were wives and relatives of visiting dignitaries and Depot personnel, were in the grandstand when it fell and many of them became enmeshed in the wreckage.

Those in both stands were immediately drenched by the rain, and a score of men rushed over to aid the women in leaving the broken stands and to help carry the injured to shelter.

The rain continued with such ferocity that it was difficult to see, but rescue work continued and ambulances from all local funeral homes, the Granite City auxiliary police and the Depot were used to take the victims to St. Elizabeth Hospital.

As all available ambulances sped back and forth, arriving with the injured, a staff of five doctors, assisted by nurses, student nurses and nurses' aides began treatment in two emer-

gency rooms, a hallway and a student classroom.

No injuries were reported among 50 men who had been on the reviewing stand when its huge wooden and canvas roof was torn off. It sailed across the street and into a parking lot, and struck five vehicles. The heavier roof on the women's grandstand was constructed of wood and corrugated iron.

Many spectators and Depot employees had left the parade field when the rain began, and some were among those on the main stand when its roof blew away.

Most of the men jumped from the rear or sides of the platform, fearing that the rest of the structure would collapse, but it remained intact.

While the injured were being placed in ambulances, many persons milled about the Administration Building entrance and remained outside despite the rain. Others sought telephone relatives, but the storm had broken some of the lines and crowds formed in front of two pay phones that remained in operation.

Depot personnel assisted in directing traffic out of the base, and in a short time most civilians had returned to their homes or had gone to the hospital to learn the condition of relatives.

Later, the sun again was shining brightly.

Ironically, at the time the storm approached, Col. Kuhre had been reciting past examples of Quad-Cityans' neighborliness and was speaking of money raised for victims of another windstorm, the 1927 tornado.

Training Program at Depot Launched in 1943

The Granite City Engineer Depot's second year of operation, 1943, marked the beginning of the training program for soldiers stationed there.

Supply and maintenance procedures and techniques were taught to both officers and enlisted men, each category numbering in the thousands, and the engineer maintenance school was the only one of such specialized nature in this country.

Students were assigned from various civilian-operated trade and technical schools under Army contract, and many came here from basic technical schools operated by other branches of the service, notably the Ordnance Department.

Mobile shops provided such field training as electrical repair, light and heavy machine repair and emergency repair. Training of soldiers was centered on actual operation of a depot.

Depot Role in Mock Air Attack in 1951

Depot troops participated in Granite City's first mock air raid in September 1951. After a "bombing run" by three Scott Air Force Base planes, troops on a simulated bivouac outside the city went through the actions of an anti-aircraft battery arriving to protect the community and its Army installation.

Placed on an 80-foot steel tower in the center of the Depot, a new air raid siren was first tested in September 1952.



UNEXPECTED STORM INJURED 13 PERSONS AT 1954 'SALUTE'

Bomb Disposal Squad Performs Vital Service

The 50th Ordnance Detachment (Explosive Disposal) at the Granite City Army Depot is a ten-man Fifth Army unit charged with the safe disposal of all latent explosives within the eastern third of Missouri and southern two-thirds of Illinois.

There are similar detachments elsewhere in the U. S., each with about the same size geographical area to serve.

The detachment here offers its services to any who request them. It also teaches a course on all types of explosives to any law enforcement, rescue or safety department requesting it.

It is charged with the responsibility of training explosive ordnance reconnaissance agents for civil defense.

How dangerous is the work?

When the British were pioneering bomb disposal in world war II, the casualty rate was high. Now, the methods have been perfected to a great degree for most known ordnance, and it is termed "relatively safe."

Most of the real danger now is encountered by people who lose their respect for explosives. The bomb squad makes sure that it never loses such respect.

The field is made up entirely of volunteers. Upon acceptance, a soldier attends a 19-week course at the U. S. Navy Explosive Ordnance Disposal School, Indian Head, Md.

Many War Souvenirs Found

Most common types of explosives found in this area are old war souvenirs, such as grenades, small bombs, artillery projectiles and commercial blasting supplies.

Each item has its own characteristics which can make it hazardous.

For instance, commercial dynamite which has set without being turned will exude nitroglycerine — and nitroglycerine is quite hazardous. Also, some of

Beware the Black Widow Spider--Except at Depot

For a salary of a couple of house flies each week, black widow spiders are spinning out their lives for the Granite City Army Depot.

Her output, a fine tough web, is made into the crosshairs for transits, levels and other sighting instruments used by government surveyors.

Engineers say black widows here save the taxpayers thousands of dollars each year. Each black widow, in a matter of seconds, can produce about 160 feet of web.

Single, Uniform Strand

Spider handlers at the Depot report that the black widow's web is best for their purposes because she spins a single uniform strand compared to the multiple strands woven by ordinary spiders.

The product of the ordinary spider must be separated before it can be used. The black widow strand is about 1/5000 of an inch in diameter and will withstand considerably rougher treatment than other fine spun substances.

When the spider is brought to the Depot, it is placed in an individual glass jar with a finely perforated metal top to allow entrance of air. But the holes are too small to permit a baby spider to escape.

When a supply of web is needed, a worker opens a jar. With a wooden wand, he coaxes the spider into the open. When she drops off the wand to a table or onto the floor, she leaves a

strand of web which is then wound on a rack. Each rack holds about eight feet of web.

Career Can Be Cut Short

The spiders are freed in a cleared section of the room. If they decide to make a run for cover, the workers do not hesitate to end their life with a stamp of the foot.

Before the web is used, it is cleaned with a fine camel hair brush and acetone. When it is placed in a diaphragm of an instrument, workers use a magnifying glass because the strands are barely visible to the naked eye.

A coat of lacquer is applied to the frame and allowed to dry.

The web may be removed as individual lengths by using small bits of modeling clay at each end and, in turn, breaking the web from the rack. The web is attached to a miniature wash stand using the same bits of modeling clay.

The reticule from the surveying instrument is placed on a specially made holding fixture. Then, the web is placed in position to form the desired pattern and is cemented at the ends. Patterns required are termed as cross hair, stadia, and angle—depending upon the use of the instrument.

Students are taught how to wind and install spider webs in a few days. However, they become proficient only with continued practice.

The war souvenirs picked up are still loaded and fused.

A person who finds something that he thinks may be explosive should either call the police, who in turn will call the bomb squad, or he can call the Depot direct.



WE ADD OUR CONGRATULATIONS FOR YOUR OUTSTANDING SERVICE

GRANITE CITY BOARD OF REALTORS

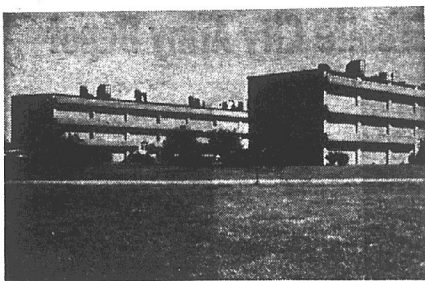
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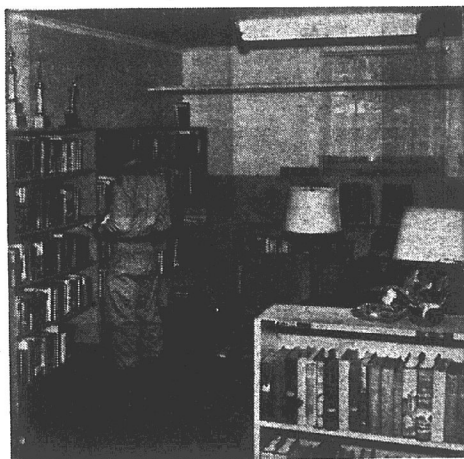
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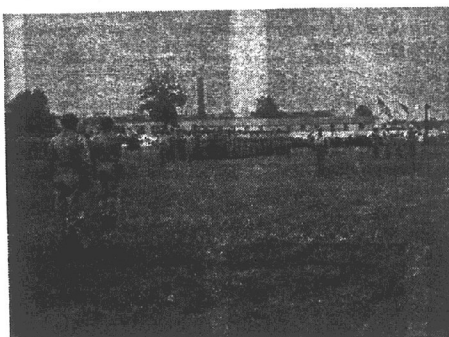




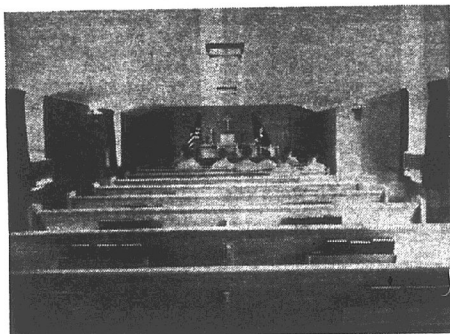
FOUR-LEVEL PERMANENT BARRACKS



SOLDIERS IN DEPOT LIBRARY



RETREAT CEREMONY ON PARADE GROUND



ALL-FAITHS DEPOT CHAPEL

Data Processing Helps Manage Supply Program

The Granite City Army Depot received a new Honeywell 200 computer in June 1967 and, as a result, has entered the age of mechanization.

Officially titled the "Honeywell Series 200 Data Processing System," the computer is the result of more than three years of planning and is being rented from the Honeywell Corp. at a cost of \$7685 monthly.

The capabilities and the cost of the system are impressive. It is able to process information in millionths of a second with a memory capacity of 20,480 positions.

The computer even "speaks" its own language—COBOL, the Common Oriented Business Language.

The computer, temporarily located in Building 327, is actually composed of several pieces of hardware. It includes a central processor, card reader, card punch, printer and six magnetic tape units.

Lighting Speed

The magnetic tape will hold 556 characters per inch, while the computer itself can process 80 inches of tape a second.

Due to the intense heat the machinery generates, and because of the sensitivity of such a sophisticated piece of equipment, special provisions were made for keeping it cool.

A 10-ton air conditioner maintains a constant temperature of 68-78 degrees and humidity of 40-60 percent in the machine room.

First applications of the Honeywell 200 will be made in the areas of supply and maintenance.

It is expected that tremendous savings in document processing time and paper-work handling will result.

In the future, application will be expanded to include almost every area of Depot operations.

Both the programs and actual operation of the computer are the primary mission of the new Directorate for Data Systems.

Directorate Activated
The Directorate for Data Systems was officially activated by Col. Charles E. Hoskin III June 28 in ceremonies in Bldg. 327. Colonel Hoskin termed the establishment of DIRDS, as the new directorate will be known, a "progressive step forward in Depot operations."

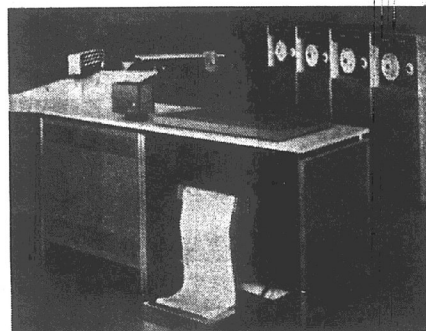
After thanking each employee for his work in preparation for the computer, Col. Hoskin presented the charter for the new directorate to Data Systems Chief John Gagich.

In stressing the role of DIRDS, Col. Hoskin further stated: "Today's fast-moving sophisticated system for managing the Army's supply and maintenance functions has made the role of Data Systems more and more essential as a tool of management."

"I will continue to rely heavily on you, your programs and your equipment for top-level management decisions."

USO Operated at YMCA

Dinners, weekly dances and parties were arranged for Depot servicemen during world war II, the Berlin crisis and the Vietnam war by the United Services Organization at its headquarters in the YMCA.



NEWLY-INSTALLED DEPOT COMPUTER

Corps of Engineers Was First 'Parent' of Depot

The Army Engineer Corps, original "father" of the Granite City Depot, has been in existence for nearly two centuries—192 years, to be exact.

From the battle of Bunker Hill to the fighting in Vietnam, the Corps of Engineers has stood steadfast in the nation's defense.

On June 16, 1775, the day before the Battle of Bunker Hill, one Chief of Engineers and two assistants were provided for the Grand Army by resolution of the Continental Congress.

Late in the following year, General George Washington was authorized to raise and organize a Corps of Engineers for a period of six months.

Three years later, the Congress combined the personnel of this corps with all other Army Engineers, who had constituted a separate command. This new command, formally designated as the Corps of Engineers, reported directly to the Commander-in-Chief and the Board of War of the Congress.

It has been a permanent part of the Army since the Act of March 16, 1802, which authorized the President to organize and establish the corps and station it at West Point, New York. The Military Academy was established and remained the responsibility of the Corps of Engineers until 1866.

The Corps of Engineers saw service in every U. S. war, including the Civil War. The top Confederate general, Robert E. Lee, had served in the corps as the first St. Louis District Engineer and was instrumental in flood control work in this community a full century before the Granite City Depot was established.

At the outset of world war I, over a million men and their equipment were shipped across thousands of miles of ocean.

World war II brought an unprecedented expansion of the Corps of Engineers. It again was the advance element in each theater of operation. Due to the global operations, entirely new problems in military engineering had to be solved.

Korean, Vietnamese Wars

When the Korean war began in 1950, the corps received the assignment of taming the rugged Korean countryside to the point where highly mechanized troops could operate effectively against superior numbers of soldiers. For one extended period, the corps was putting in an average of over 1000 tons of bridge material a day.

The Vietnamese war is adding

new chapters to the history of the Engineer Corps' contributions to the overall Army missions.

In addition to the early years of operation of the Depot, the Engineer Corps also has made a lasting impression on Quad-Cityans through its waterway projects and other world wide engineering feats.

Flood control, river and harbor operations and military construction are not as well known as the wartime exploits, but such peacetime civil works also have served to test the ingenuity of the engineers. And it is during the times of peace that the corps trains to accomplish military functions.

During the early days of America it built roads up and down the Shenandoah Valley and through the Cumberland Gap. It also improved the ports of New York, Baltimore and other eastern seaboard cities, opening the new country to the shipping lanes.

The Engineer Corps created the Great Lakes navigation system, one of the most efficient waterway developments in human history. The Illinois River, at one time a relatively unimportant tributary, has been canalized and connected with Lake Michigan, uniting the Great Lakes with the Mississippi River and Gulf of Mexico.

Road, Railway Pioneering

Topographic surveys, extensive explorations into the West to lay the foundation for westward migration, and extensive road-building were other important jobs of Engineer-pioneers. Particularly important were the five columns of Engineer troops sent out in 1853 to locate possible routes for a transcontinental railroad.

Many of the most outstanding and famous structures in and around the national capital are monuments to the ability of the Army Engineers.

For many years the Panama Canal was one of the jobs that could not be done. But when it was turned over to the Corps of Engineers, the big ditch was built in record time.

Other examples of more recent date are the Alaska Military Highway and, of interest locally, the Chain of Rocks Canal and Locks.

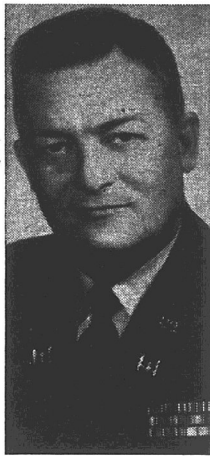


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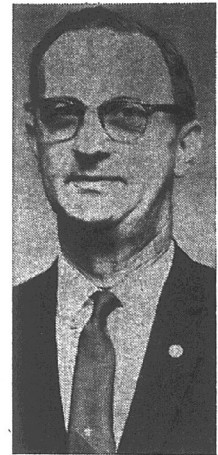
Experienced Military-Civilian Team Operates Granite City Army Depot



LT. COL. DAVID V. FOX
Deputy Commander



COL. CHARLES E. HOSKIN III
Depot Commanding Officer



LAWRENCE HENGHEOLD
Civilian Executive Assistant



GEORGE S. MOORE sr.
Director for Quality



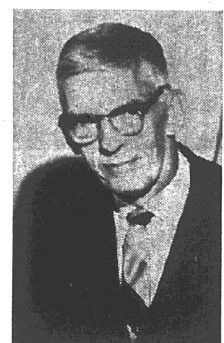
GEORGE E. EUBANKS
Information Officer



MAJ. VINCENT PASSERO
Director for Services



WILLIAM A. BARKER
Comptroller



FRANKLIN COLLINS
Director for Administration



JAMES E. WILLIAMS
Acting
Depot Inspector



JOHN N. GAGICH
Chief,
Data Systems



CAPT. DAVID C. DAVIES
Post Judge Advocate



ADRIAN E. COPELAND
Acting Director
for Maintenance



GERALD WALTERS
Depot
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SGT. MAJ. KENNETH J. WILLIAMSON
Acting Depot
Sergeant Major



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